

## Delay Naming Shipping Board Checks Marine

Uncertainty as to Policies Likely to Affect Sale of the Government Fleet to Private U. S. Interests

## Can't Sell Ships Abroad

Two-Man Body Is Without Power; Competitive Operation by State Likely

Prolonged delay in the appointment of the new Shipping Board, according to shipping men here, is causing increasing uneasiness in marine circles. Not only is the development of the merchant marine being held up, it is declared, but little is being done toward putting into effect the policies provided for by legislation passed at the last session of Congress.

President Wilson on June 5 signed the merchant marine act. Section 3 of this measure directed him to make the appointments of the Shipping Board commissioners "as soon as practicable." Although nearly three months have passed since then, however, not one of the seven commissioners who will compose the board has been named. As a result, control of the millions of tons of vessels owned by the government is in the hands of the two surviving members of the old board, Admiral Benson, serving as chairman, and John A. Donald. According to the terms of the shipping bill, the commissioners in office at the time of the enactment are to remain until all the commissioners are appointed and one qualify.

One of the most important powers placed in the board's hands by the act is the sale of the government fleet, consistent with good business methods, of the government tonnage at such prices and on such terms and conditions as the board may prescribe.

Under the provisions of the bill the seven members of the board are to represent the various sections of the country, so that a decision by them will reflect the general sentiment in regard to the policies to be followed in the development of the merchant marine. Two of the members are to be from the Atlantic Coast, one from the Pacific Coast, one from the Gulf States, and one from an interior state.

Speaking at a luncheon in New York on July 14, Admiral Benson stated that the sales policy to govern the Shipping Board in disposing of the government fleet would not be made known until President Wilson had appointed the full board. About a month subsequent to this, however, Mr. Admiral Benson, apparently expecting no action soon in the matter of appointments, announced the terms of sale and fixed the price at minimums ranging from \$180 to \$185 per gross ton, and have been called for to be submitted September 1.

Small shipowners and shipbuilders have expressed dissatisfaction with the scale of prices. The former hold that the cost is too high to enable them to operate the ships profitably in competition with the foreign nations. The shipbuilders regard the figures as below the cost of replacement and view them as setting a false

standard of value for American tonnage.

Sale of Few Ships Expected

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By the merchant marine act the Shipping Board is authorized to sell to aliens vessels for which no American buyers can be secured, but the act also provides that the board may sell to American citizens on a competitive basis at least five members of the board. In view of the large amount of ships being built abroad, delay in the offering of the less desirable tonnage to foreign buyers is likely to lead to the loss of foreign markets through oversupply abroad.

According to the records of the Shipping Board, it had at the beginning of this year about 500 vessels of under 6,000 tons deadweight, aggregating over 2,000,000 tons, and this number has been materially increased since then. With thirty-two vessels in the fleet, it is at present constituted, nothing can be done, however, toward disposing of tonnage abroad.

Board May Be Competitor

One point in which American shipping interests are of particular interest is the policy of the Shipping Board in regard to its own tonnage. Private interests are desirous of knowing, before they will undertake the government, whether the tonnage will be sold to the government or whether it will be sold to the government in competition with the purchasers of the board's vessels.

No answer has been given that the board will not pursue this course, and that condition is one of the chief factors in disposing private interests without delay until some definite policy has been decided on. The board, it is argued, is not bound by economic rules and has the power of the American public to draw on in case of continued loss of operation.

Still, the factor adding to the uneasiness of the situation is the feeling that with a two-man board no permanent policy can be expected and that the full board, when it is finally appointed, may come to a reverse course to those taken by Admiral Benson and Commissioner Donald.

Under these circumstances the purchase of tonnage is regarded by shipping men as a highly speculative proposition.

Less Than \$15,000 To Meet Ponzi's \$10,000,000 Debt

Search of Strong Boxes in Six Banks Disappointing; Eight Names Used by the "Wizard" in Operations

*Special Dispatch to The Tribune*  
BOSTON, Aug. 27.—The receivers of Charles Ponzi's Security Exchange Company received a setback in their hunt for assets to-day upon the completion of their examination of documents and papers found in half a dozen strong boxes in as many banks about the city. Hope had been held out on the strength of Ponzi's declaration that he thought he had "at least \$300,000 in Liberty bonds in one of the vaults."

Against this slow progress the liabilities are rising steadily, and it is now conceded that the previous estimates of \$7,000,000 were too small, and that they may even reach \$10,000,000. The total at the close of the day, however, is not as high as \$5,000,000, and this amount includes none of the New Hampshire investments and practically none of the Lawrence, where the total is said to represent another \$1,000,000.

At least eight names were used by Ponzi in his operations, the receivers announced to-day. In addition to the firm name, are Lucy Martelle, Joseph Daniels, Mary C. Mosselli, Imelda Ponzi, Pio Conti, Rose N. Ponzi and John S. Dondero. The receivers to-day officially seized the liabilities of the firm, which were filed to-day against Joseph Daniels in a move to recover \$40,000 alleged to have been paid him in settlement of the \$1,000,000 suit in which he alleged that he was a partner in Ponzi's business. A temporary injunction was issued by Judge Sicks staying Daniels from disposing of his stock in the Daniels & Wilson Company, a furniture firm in which he has bought an interest.

Crown Princess Goes to Dorn  
WIERINGEN, Holland, Aug. 27.—The former German Crown Princess, who has been visiting her husband, departed yesterday to visit the former German Emperor and Empress at Dorn. She was accompanied by two of her sons, the other two remaining here with their father.

Unpreparedness Is Charged  
Against the Administration  
SOUTH GARDNER, Me., Aug. 27.—Unpreparedness both in war and in peace was charged against the Federal Administration in a Republican campaign speech by Elton H. Hooker, of New York, here to-night.

"We have been in the maze of uncertainty, making, finally drawn phrases and involved deductions which serve for the exercise of parlor wit rather than the basis for the strong realities of life in these cataclysmic years," he said.

Mr. Hooker announced he would call Agents McGuire and Weldon before him Monday and will make a thorough investigation of all evidence furnished by the District Attorney.

U. S. to Restrict Ship Sale

WASHINGTON, Aug. 27.—Sale of the government owned fleet of steel vessels for which bids will be opened September 1 will be confined to craft not in service on established steamship lines, it was said to-night by officials of the Shipping Board.

Vessels now operating in berth services will not be sold except to purchasers who agree to keep them in their established routes, officials said, nor will ships at sea for which commitments have been made be disposed of unless substitutes can be provided for their operators.

Offer of the entire government owned steel fleet for sale, however, complies with the terms of the Jones merchant marine act, which makes ample advertising necessary and enables the board to proceed with the sale of the steel vessels, aggregating about 60,000 deadweight tons, will be offered for sale for immediate delivery.

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Schwab Announces

New Oil Engine for Merchant Marine

U. S. Entry Into Field, Hitherto Under Domination of Europeans, Expected to Aid Shipping's Advance

Invention and successful operation of a type of marine Diesel engine which is said to represent a far greater advance over the oil-burning steamship than the latter is over the coal-fired steamship is announced by Charles M. Schwab as chairman of the Bethlehem Steel Corporation. The new engine is described as a triumph of American engineering skill in a field hitherto dominated by Europeans.

While the engine is adapted to land use as well as in cargo vessels of any size, it is in the latter direction that its utilization is expected to be more largely employed, and its economical features are expected to make it an important factor in the development of the merchant marine. In addition to producing a great horsepower as other engines twice its size, it is claimed that it can effect a saving of two-thirds in fuel, compared with steam-driven, oil-fired vessels. The new engine has been developed by the Bethlehem Steel Corporation and the Bethlehem Shipbuilding Corporation.

In a statement issued yesterday by Mr. Schwab he says:

"At a time when the American people have expressed through Congress their desire to see the American merchant marine built up during the war at a cost of \$40,000,000,000 shall remain on the seas, and shall expand to take care of the commerce of the nation, it is particularly gratifying to be able to say that American inventing skill has found the means of solving one of the biggest problems that to-day confront the owner and operator of American ships—the problem of reducing operating costs."

"The development of the new Bethlehem fuel-saving Diesel engine represents two distinctive phases of advance in marine engineering. The first is the use of the internal combustion heavy oil engine for either marine or land use has been perfected, which not only designed and built by Americans, but is built especially for Americans, and is adapted to American operating conditions."

"For the first time a two-cycle internal combustion heavy oil engine has been perfected which produces the same horsepower as a four-cycle engine practically twice its size, and is at the same time adapted to large cargo ships, while saving two-thirds in fuel cost alone, as compared with steam-driven, oil-fired vessels."

"Neither of these developments is theoretically a new idea. For years Europeans have successfully operated large ships with Diesel engines. The achievement of Arthur West, the Bethlehem designer, is at the head of our power department in the adaptation of the two-cycle engine to American operation and in the perfection for practical use in cargo vessels."

"The success of this engine has already been demonstrated in two ways. It was installed and operated for ten months as part of the power plant of the Bethlehem Steel Corporation at Bethlehem, Pa. It was then installed in our new ore-carrying vessel, the Cubore, which to-day carries its first voyage to Cuba and back. The operation of the engine at the Bethlehem plant was so successful that we are building another one to take the place of the auxiliary power plant for the steel mill. Its operation on the Cubore not only demonstrated its practicability, but its remarkable economy. The Cubore made the voyage from New York to Cuba and back without stopping, and consumed one-third of the amount of fuel ordinarily used by her sister vessels fitted with oil-burner steam machinery of the usual type when running on this same voyage and at a much greater rate of economy and with less wear and tear by any other Diesel engine operated ship of which we have any record."

"We also have in service between Cuba and Cuba duplicate ships, except that some are fitted with turbine reduction gears and some with reciprocating engines, so that we have a direct comparison between the oil-burner installation and the most modern steam installation."

Dr. Altendorf, Barred by U. S. At Mexican Line, Not a Citizen  
WASHINGTON, Aug. 27.—Dr. Paul Altendorf, denied admission to the United States from Mexico at Juarez, is not an American citizen and has been classified as an undesirable alien, it was learned to-day at the State Department. His claims of citizenship have been investigated, it was said, disclosing the fact that he has not been naturalized.

Dr. Altendorf, it was said, at one time held credentials as an agent of the Department of Justice, but these were later revoked.

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Plans for 16 Ships Passed

Board Acts on Applications Under Merchant Marine Act

WASHINGTON, Aug. 27.—Applications were approved to-day by the Shipping Board for construction of sixteen vessels, aggregating 295,740 deadweight tons, under the provisions of the merchant marine act. These permit ship owners and operators to avoid payment of excess profits taxes for ten years, provided a sum equivalent to the tax is set aside yearly toward building of new ships.

Fourteen of the vessels are tankers ordered by the Standard Oil Company of New Jersey. Three of these, totaling 45,300 tons, are to be built at Kearny, N. J., totaling 30,300 tons, at Oakland, Calif., totaling 20,800 tons, at Newport News, Va., totaling 35,950 tons, at Vancouver, Wash., and one of 11,900 tons, at Oakland, Calif. The Standard Oil Company applied for one New York tanker, to be built at New York, and the Sun Company of Philadelphia for a 12,800-ton oil steamer for construction at Chester, Pa.

By George E. Hyde

Special Cable to The Tribune

MEXICO CITY, Aug. 27.—Augustin Preve, who would be Mexico's Trotsky, has been captured at Campeche and is being brought to this city for trial by a special court on charges of rebellion.

General Eduardo Garcia, chief of staff in the War Department, said that after personal investigation he was convinced the Bolshevik propaganda in the Mexican army was the work of political opponents of President de la Huerta.

They were trying to create "dissension in the army and in this way to develop opposition to the Huerta regime, General Garcia declared.

He said that the conduct of the Huerta administration had been such that it could not logically be attacked by any of the President's opponents, and that knowing this, his enemies sought to attain their ends by opening a breach in the army and injecting into it military propaganda.

Garcia asserted, probably with good reason, that the military propaganda was not a new thing, but that it had been going on for some time. He said that the military propaganda was not a new thing, but that it had been going on for some time. He said that the military propaganda was not a new thing, but that it had been going on for some time.

Rebel Officer Executed

Reports received to-day by the War Department announced the capture and execution of an army officer in the State of Vera Cruz who revolted a week ago in company with a small force of soldiers.

Reports current here that Zamora has surrendered are generally credited. The War Department has not confirmed them, but it has been established that contact has been established with the rebels and that there has been some skirmishing with small detachments. General Calles is at Guadalajara directing the campaign against Zamora and reports, satisfactory progress.

With the petroleum control controversy temporarily dropped, the question of the possibility of recognition of the present government again is being seriously discussed. The Belgian King's minister, Felix Faure, has been a source of optimism among administration officials.

While little is being said publicly, it is a matter of common knowledge that de la Huerta is anxious to have his government recognized in order to enable him to carry out the more substantial work of the national rehabilitation.

Miguel Govearrubias, retiring Foreign Minister, before leaving for London as the newly appointed minister to England, stated that he felt certain recognition would not be forthcoming until the Mexican government, with assurances

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From The Tribune's Washington Bureau  
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